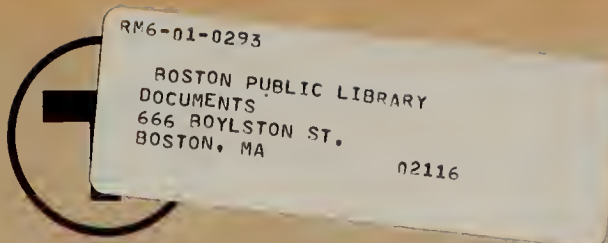




MS
7A
S16
11
C. 2



GOVERNMENT DOCUMENTS
DEPARTMENT BULK RATE
BOSTON PUBLIC LIBRARY PAID
Boston, Mass
Permit No. 5

SOUTHWEST CORRIDOR PROJECT NEWSLETTER



Lieutenant Governor Tom O'Neill announces approval of federal rental subsidies to finance construction of 156 low and moderate income duplex townhouses. The Lower Roxbury Development Corporation (LRDC) will construct "Madison Park IV" on a 12 acre site, once slated for extension of I-95 into the city.

CORRIDOR NEWS 11

Published by the Massachusetts Bay Transportation Authority

Contents:

CTIP, Stony Brook Culvert.....	p 2
SWCP Summer Activities.....	p 3
Construction Meeting Reports.....	p 4,5
The Construction Story.....	p 6,7
Station Design for the Handicapped.....	p 8
Carter School Renovation.....	p 9
SWCP Playground Design.....	p 10
Construction Spoils Removal, Midlands Branch.....	p 11
Training Program Summer Activities.....	p 12

NEW HOUSING for SWCP!

Groundbreaking ceremonies for the 104 unit Summer Street Elderly Housing Development were held at the construction site on July 25, 1979. The housing project, which is already in the initial stages of construction, will consist of two-story, pitched roof, apartments and were designed to maintain the character and scale of the surrounding area. In addition to the housing units, a community building will include a social hall, a kitchen, a lounge and laundry facilities.

The \$3.7 million development was financed under the provision of the State's Chapter 667

Program which provides housing for the elderly and handicapped. The project, which is part of the development plan for the Southwest Corridor area, is to be owned by the Boston Housing Authority. Tenants will pay a maximum of 25% of their income for rent.

Neighborhood involvement in the Summer Street project has been underway for several years. Its success is due in large part to the hard work and enthusiastic support of the Hyde Park I-95 Neighborhood Committee chaired by Mr. Michael Comprechio, a resident of Summer Street. The project is scheduled for completion in October, 1980.



Groundbreaking ceremony at site of the new Summer Street Elderly Housing Project in Hyde Park.

MAS VIVIENDA para SWCP!

Ha comenzado la construcción de 104 unidades de vivienda para ancianos en la calle Summer en Hyde Park. El proyecto consistirá de casas de dos pisos con techos de dos aguas, diseñadas para mantener el carácter y la escala del vecindario que lo rodea. Además de vivienda se construirá un edificio para la comunidad que contendrá un salón para actividades sociales, una cocina, una sala, y fa-

cilidades de lavandería.

El proyecto de \$3.7 millones se financió a través del programa estatal 667, que garantiza que los inquilinos paguen un máximo del 25% de su ingreso en alquiler. La Autoridad de Vivienda de Boston será el dueño del edificio.

Estas unidades de vivienda son parcialmente un logro de la participación de los vecinos del área en el Comité I-95 de Hyde Park.



Southwest Corridor Project Newsletter October 1979

FREE Subscription!

NAME _____
 ADDRESS _____
 I want to receive the Corridor News.

MAIL TO:
WALLACE, FLOYD, ELLENZWEIG,
MOORE, INC.
65 Winthrop Street
Cambridge, MA 02138

FROM THE PROJECT MANAGER



MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY

Southwest Corridor Project
131 Clarendon Street, Boston, MA 02116
(617) 722-5834 (617) 522-6071

We've passed another milestone -- from final design into construction. The MBTA has completed design and already advertised three important construction contracts. These will remove most of the old railroad embankment in Roxbury and Jamaica Plain and construct portions of new Columbus Avenue. Together with the South Cove Tunnel in the South End, the Digital Industrial Plant in Roxbury, and new housing in Roslindale and Hyde Park, construction will be underway throughout the Corridor. One especially happy announcement by Lt. Governor O'Neill this summer was the award of funds for the completion of the Lower Roxbury Community Corporation's townhouse development. The one hundred and fifty-six new homes reflect the tremendous belief that the people of Lower Roxbury have in their neighborhood.

Anthony Panaro

Healthco Inc. to Build on CTIP Parcel 2 Healthco Construirá en la Parcela 2, CTIP

Boston's Economic Development and Industrial Corporation (EDIC) in conjunction with the Community Development Corporation of Boston, Inc. (CDC) have signed a second major tenant for the Southwest Corridor's Cross-Town Industrial Park (CTIP). Healthco Inc. of Boston, a medical and dental supply manufacturer have agreed to build a 166,000 square foot building on Parcel 2 of the industrial park development. Parcel 2 (also numbered Parcel #6 in the Southwest Corridor Development Plan) which is bounded by Harrison Avenue, Eustis, Albany and Cross-town streets, is one of the five parcels in the CTIP.

The industrial park is located on 40 acres of land at the eastern end of the Southwest Corridor. The area, more specifically known as The Newmarket area

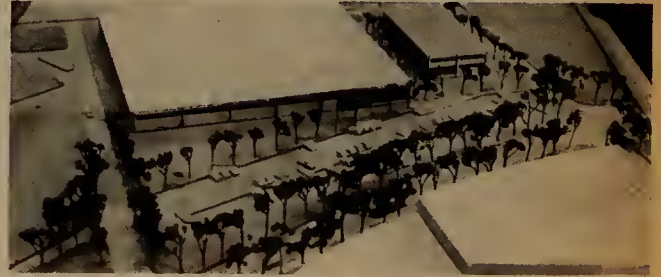
of Roxbury, is an established but somewhat declining industrial district.

The Healthco project is expected to generate a variety of benefits. In addition to approximately 200 permanent jobs, there will be nearly 200 construction jobs created and approximately \$166,000 per year generated in property taxes. The physical upgrading and occupancy of the site will re-establish the area's image as a viable industrial district and encourage additional public and private investment in the area.

The groundbreaking for the Healthco facility is scheduled to take place in the Spring of 1980.

Resumen en Español

La Corporación para el Desarrollo Económico e Industrial, conjuntamente



Model of proposed Healthco Building on CTIP Parcel 2.

con la Corporación para el Desarrollo Comunal de Boston han contratado a un segundo usuario industrial para el Parque Industrial de CrossTown. La firma Healthco Inc. de Boston ha llegado a un acuerdo para construir un edificio de 166,000 pies cuadrados en la parcela 2 del mencionado parque industrial.

El Parque Industrial de CrossTown consiste de 40 acres localizados en el área de

Roxbury conocida como Newmarket, un sector industrial en declive durante los últimos años. El proyecto de Healthco que traerá al área de 300 a 400 empleos permanentes, así como alrededor de 200 empleos en la construcción del edificio, junto a los otros proyectos ya en camino deberán tener un impacto saludable en toda el área, alentando otras inversiones públicas y privadas.

La construcción del edificio Healthco comenzará en la primavera de 1980

REBUILDING OF STONY BROOK CULVERT

Stony Brook Conduit is a major storm drainage structure which extends from Hyde Park to the Muddy River at the Back Bay Pans. It is the main receiving body for approximately 13 square miles of watershed which include parts of Hyde Park, Dorchester, Jamaica Plain and Roxbury. A section of this conduit is located in the Southwest Corridor project area between Forest Hills and Roxbury Crossing. Part of the Conduit at Roxbury Crossing will require relocation.

The relocation of Stony Brook Conduit will be required due to the construction of the depressed rail transit structure. The conduit to be relocated is at a point approximately 800 feet south of Tremont Street. It

is a horseshoe shaped brick structure 17' - 0" wide by 15' - 6" high. Due to restrictions imposed upon by the depressed transit facility, the relocated conduit will be designed as three-13' - 0" X 8' - 0" boxes. Approximately 600 feet of the the conduit will be relocated about 50 feet south of where the existing conduit crosses the present railroad alignment. The conduit is being designed as an integral part of the depressed transit structure.

Relocation of Stony Brook Conduit will represent a major construction step in the Southwest Corridor Project. Its early phasing in the construction schedule, the impact of the

relocation on vehicular traffic and the difficulty of constructing the conduit while maintaining the normal dry weather flow through the work area will present an engineering challenge to the designer of this Section, Fredrich R. Harris, Co. Inc.

Resumen en Español

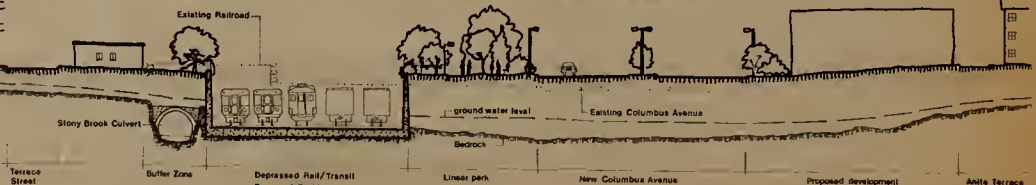
La alcantarilla de Stony Brook es el drenaje principal para una vertiente de trece millas cuadradas que se extiende desde Hyde Park hasta su desagüe en el Muddy River de Back Bay, e incluye partes de Hyde Park, Dorchester, Jamaica Plain, y Roxbury. Parte del conducto de Stony Brook tendrá que ser reemplazado en el área de Roxbury Crossing.

zado en el área de Roxbury Crossing.

Aproximadamente 600 pies del alcantarillado serán relocalizados a una ruta 50 pies al sur del sitio donde actualmente cruza el corredor. El conducto, que actualmente consiste de una bóveda de ladrillo de 17 pies de ancho por 15 y medio pies de alto, será reemplazado por tres conductos de sección rectangular, de 13 pies de ancho y 8 pies de alto cada uno.

La tarea de reemplazar el alcantarillado y construir el corredor sin interrumpir su flujo normal se considera un trabajo difícil y un desafío a la capacidad de los ingenieros que ejecutarán esta porción de la obra.

Southwest Corridor
Project Newsletter
October 1979



SWCP Farmer's Market

Jamaica Plain residents purchase delicious vegetables grown at the Southwest Corridor Community Farm.

(Photo by Read D. Bruger)



SWCP Summer Activities

During the summer, Southwest Corridor Project Section Planners have been active, meeting with residents and business people individually. The planners have also set up tables at street

fairs and other community events to provide information about the Project to a broad audience and to answer questions on what will happen as construction is about to begin.

Section I Planner Janet Hunkel has used her "spare time" resulting from the summer long review period to personally talk to merchants and residents.

On 23 June, St. Botolph Street became a kaleidoscope of craft booths, jugglers, home bakery, clowns, antiques, smells of sausages, and 8-10,000 delighted fairgoers. There was also an SWCP booth complete with the up-to-date plans and stacks of free information. "I must have talked to over 200 people, judging from the hoarse throat I had the next week," said Janet. And Tom Nally from WFEM, who happened to stop by for a visit, answered questions for 5 hours. It was a great chance to show people photos and plans of the station models, answer a

range of questions and to meet even more of the people who will be affected.

Throughout the summer Janet has been visiting all of the businesses within one block of the right-of-way. "By now most everybody knows about the project in general, but by stopping by I can answer specific concerns as well as find out what is important for the businesses. For example, the businesses in the Mass. Ave. Station area are particularly concerned about development. I hope we can respond to this by making development a major agenda item for a Fall meeting. As well, I leave information for those who don't know about the project, explain what is happening in their area and the anticipated impacts. I plan to talk to all of the businesses by summer's end," concluded Janet.



Section Planner Don Grinberg and SWC resident discuss plans for Call Street Playground at the Section III Field Office Open House.

On July 19th and 21st, the Section III Field Office held an Open House to coincide with the Centre Street and Hyde Square sidewalk sales and street fairs. Many residents took advantage of the opportunity to see a complete display of the designs of the three Jamaica Plain stations, the parkland design, and drawings explaining the con-

struction process. The most frequently asked questions were related to construction and when the project will be completed. The Howard Needles Tammen and Bergendoff Section III Field Office, located at 658 Centre Street opposite the fire house in Jamaica Plain, is open on Tuesday and Friday from 9 am to 5 pm.



Section I Planner Janet Hunkel explains plans for Southwest Corridor at St. Botolph Street Fair.



Crossword Puzzle Winner!



Congratulations! to Henry Bass of Jamaica Plain for submitting the first correct entry to the *Corridor News* Construction Crossword Puzzle Contest. Henry shows off the bright orange hardhat he received as a prize.

Resumen en Español

La planificadora de la Sección I, Janet Hunkel, ha utilizado el verano para hablar personalmente con numerosos residentes y comerciantes del vecindario.

El pasado 23 de junio la calle St. Botolph se convirtió en un escenario de artesanías, malabaristas, repostería casera, payasos, antigüedades, kioscos de comida con olor a salchicha y entre 8 y 10,000 visitantes. Un kiosko del proyecto del corredor facilitó que Janet hablara con "más de 200 personas, juzgando por lo ronca que me pasó la semana." Tom Nally, de WFEM, pasó a visitar y se pasó más de 5 horas contestando preguntas.

Através del verano, Janet ha ido visitando todos los comercios ubicados a menos de una cuadra de la vía del Corredor. "A estas alturas ya casi todo el mundo sabe sobre el proyecto en general" dijo Janet, pero a través de las visitas puedo contestar preguntas específicas y averiguar qué temas son importantes para los comerciantes. Por ejemplo, los comercios en la vecindad de la estación de Mass. Ave. están preocupados por el desarrollo comercial; espero responder a esto asegurándome que el desarrollo como tema se discuta en la reuniones que tendremos este otoño. También reparto información general sobre el proyecto."

Southwest Corridor
Project Newsletter
October 1979

Neighborhood Committees



SECTION I



Bill Bunker of KE/FST explains construction schedule to Section I Neighborhood Committee.

On May 16, residents attended the Neighborhood Committee Meeting on construction. Information was distributed that explains the construction process, the measures that will be taken to mitigate the residents' concerns, and the construction techniques which may be used.

Of the key points explained by the engineers, parking and access to the site, restrictions on noise, rodent control, protection to the adjacent buildings, and control over the contractor's performance were of particular interest and were discussed in great detail with the residents.

PARKING AND VEHICLE MOVEMENT

Residents requested that the MBTA take an aggressive enforcement posture on restricting movement of vehicles and limiting where workers park their cars. All spoils removal, access of equipment, and general movement will be from Dartmouth and Berkeley Streets in the north and the Chickering Tower area in the south. Unless absolutely necessary vehicles will not use the side streets. The contractor will be required to provide a parking area for workers, and the City will be asked to enforce the 2 hour parking limit.

NOISE RESTRICTIONS

The MBTA will require that equipment not exceed

certain noise levels (equipment is certified on a quarterly basis) and through periodic checking at each construction site. Portable noise and vibration recorders were suggested along with a thorough process to follow up any noise violation.

RODENT CONTROL

Rodent control was discussed in terms of its effectiveness and the area to be exterminated. The program is to blitz the right-of-way prior to starting construction and then to continually control the rodent population.

PROTECTION TO ADJACENT BUILDINGS

Special construction techniques will be used to protect adjacent buildings. Of particular concern is maintenance of the water table while excavation takes place below the water level. One technique is to create temporary walls with steel sheeting placed vertically in the ground. Construction takes place between these walls, pumping the water out (called dewatering) to facilitate excavation and placing concrete. Water is pumped into the ground on the other side of the sheeting -- called recharging. Prior to construction, a survey of houses will document conditions before construction begins.

PERFORMANCE STANDARDS

The contracts specify performance standards which the contractor must meet. The particular construction technique the contractor chooses to implement is at his discretion, and the actual schedule and organization of tasks are contractor's decisions as long as they meet the performance specifications.

SECTION II

The general construction process was explained by Bill Bunker of KE/FST to members of the Section II SATF on May 21, 1979.

A majority of the questions were about the hiring of minority group and local residents and the use of minority contractors.

Residents were also concerned about noise and what steps would be taken to limit noise in the evening and early morning hours. The MBTA noted that noise standards would be included in all construction contracts, for daytime and nighttime noise levels and that machinery would have to adhere to City of Boston noise standards. Residents were also told that there would be minimal rock blasting in Section II.

As residents were concerned about rodent control, the MBTA stated that there would be a rodent blitz by exterminators and that a regular maintenance program for rodent control would be established.

SATF participants were also concerned about construction workers parking in Section II residential areas. Residents were assured that parking would be provided within the right-of-way by the contractor.

Herb Benson of F.R. Harris stated that most concrete would be poured in

Resumen en Español

El pasado 16 de mayo se efectuó una reunión del Comité de Vecindario de esta sección para abordar el tema de la construcción. Se distribuyó información explicando el proceso de construcción, las técnicas que se usarán en éste y las medidas que se tomarán para responder a las preocupaciones de los residentes sobre esta etapa del proyecto.

Entre los puntos claves a que se dirigieron los ingenieros están los siguientes: estacionamiento y acceso al terreno de la obra, restricciones sobre el ruido, protección de edificios adyacentes a la obra, control sobre los resultados del trabajo de los contratistas, y otros.

Los residentes pidieron que la MBTA tome una postura agresiva restringiendo el movimiento de vehículos y limitando las áreas donde los obreros puedan estacionar automóviles.



Residents and consultants discuss construction at Section II SATF.

Section I Planner

Planificadora de la Sección I

Janet Hunkel, KE/FST
1 Beacon Street
Boston, MA 02108
Tel. 523-8300

Section II Planner

Planificadora de la Sección II

Southwest Corridor
Project Newsletter
October 1979

Discuss Construction



II

place because the boat section must be watertight.

Areas where stockpiling would take place were also pointed out. These areas were parcels #69 and #25. Detours were described, as well as haul roads and dump sites. Residents were assured that a project staff person would be assigned to receive complaints during the construction period.

Jean Coles of Lower Roxbury was concerned about dust control. Herb Benson stated that calcium chloride would be required by the contractual documents as well as the use of water trucks to control dust.

SECTION III



Presentation of SWCP construction process at Section III Neighborhood Committee Meeting.

The Section III Neighborhood Committee met to view a presentation about construction of the Southwest Corridor Project. On May 9, 1979, Bill Bunker from Kaiser Engineers, Inc./Fay, Spofford & Thorndike Inc., the coordinating engineers, outlined features of the construction process which will apply to all three Sections. He explained the bid and contractor selection process, the overall master schedule, the method, routes and sites for spoil removal, and rodent and noise control.

Bunker stressed that many decisions will be made by the contractor in order to produce the lowest possible bid. Some residents were particularly concerned about nighttime noise restrictions. It was explained that a compromise was necessary because more restrictions would result in jobs taking longer, thereby

resulting in higher cost and a longer disruption period. An effort will be made by the contractors to concentrate the noisier work during the daytime, and that it would occur only for a limited number of days.

Carl Anderson of Howard, Needles, Tammen & Bergendoff, the Section III Designer, explained features of the first phase of the construction process which apply specifically to Jamaica Plain. He showed illustrations of types of construction activity and equipment which will be used and summarized the schedule of work for Section III. The first contract, beginning in the Fall of this year, will be for the removal of the alignment of the embankment. The excavated material will be removed by truck along a haul road, following the alignment of the embank-

ment within the right-of-way, to Morton St. at Forest Hills and Columbus Ave. in Jackson Square. Carl Anderson explained the disadvantages and impacts of removing the excavated material by rail (see article elsewhere in this Newsletter), and that spoil-removal trucks would be restricted to major streets and prevented from travelling on local streets. The presentation concluded with an outline of the construction storage and staging sites and detours which would be used during the removal of the embankment.

In addition to noise standards and their enforcement, residents were interested in the details of rodent control and spoil removal, erosion control, contractor parking, and the salvage of fence and railroad ties.

Resumen en Español

En la reunión del comité de vecindario de la sección II, Bill Bunker, de KE-FST, delineó el proceso por el cual se construirá el corredor, y se abrió el piso a preguntas. La mayoría de las preguntas giraron alrededor del empleo en la construcción del proyecto de residentes locales y de contratistas minoritarios. Los residentes señalaron además su preocupación por limitar el nivel de ruido durante la noche y en horas de madrugada.

Los residentes de la Sección II se encontraban también preocupados por el control de ratas durante la construcción. Los asesores respondieron que se llevaría a cabo una exterminación masiva de ratas antes del comienzo de la construcción y se coordinará un campaña para controlar la población de ratas con el personal de control de roedores del hospital de la ciudad de Boston. Tom Omalley de SWCC preguntó sobre el uso de concreto prefabricado y se le señaló que la mayoría del concreto en la obra se fundirá en sitio ya que será necesario que la construcción de la zanja sea a prueba de agua.

Resumen en Español

El pasado 9 de mayo se efectuó una reunión del Comité de la Sección III para abordar el tema de la construcción. La reunión comenzó con una presentación de la firma KE-FST consistiendo de un bosquejo del proceso de construcción, incluyendo la licitación y selección de contratistas, el calendario de obras, el método, ruta y sitios para disposición de desperdicios y el control de ratas y ruido.

Bill Bunker, de KE-FST, hizo hincapié sobre el hecho de que los contratistas deberán seleccionar los métodos a usarse mientras se cumpla con los requisitos delineados en los contratos.

Algunos residentes expresaron su preocupación por el hecho que los contratistas podrán organizar dos jornadas de trabajo, la segunda terminando a las 11 p.m. y porque las restricciones nocturnas sobre el ruido comenzarán tarde, a las diez de la noche.

Durante la segunda parte de la reunión los diseñadores de la Sección III explicaron aspectos de la construcción específicos para la Sección III, usando ilustraciones del equipo y de los métodos de trabajo que se emplearán.

Dee Primm, F.R. Harris
67 Long Wharf
Boston, MA 02110
Tel. 723-1700

Section III Planner

Planificador
de la Sección III

Don Grinberg/Regla Coleman
Suite 3050, Prudential Center
Boston, MA 02119
Tel. 267-6710

Southwest Corridor
Project Newsletter
October 1979



Digitized by the Internet Archive
in 2014

THE CONSTRUCTION STORY

Work in each section of the Corridor will be done under separate contracts such as early excavation, line construction (including structural work, landscaping, and laying tracks) and station construction.

Even though the results to be obtained after construction are specified by the contract documents, many decisions about how construction will be done are made by the contractors during construction. Certain decisions are subject to approval by the MBTA, but the decisions such as the choice of equipment used by the contractor are up to the contractors themselves. Different contractors at work on the project may make different choices, so not all similar work will be done in the same way. Because of existing conditions of surrounding buildings, the present embankment, underground water etc., each section of the Corridor will be built somewhat differently. The following steps, however, will take place in all sections:

En cada sección del Corredor, el trabajo se hará bajo distintos contratos, tales como excavación preliminar, construcción de la vía (que incluye obra estructural, preparación del paisaje y asiento de los rieles) y construcción de estaciones.

Aunque los documentos de estos contratos especifican los resultados a obtenerse mediante la construcción, cada contratista decidirá como proceder, a veces cambiando decisiones durante la misma construcción. Algunos cambios deben recibir la aprobación de la MBTA. Pero, por ejemplo, el equipo a usarse será según la opción del contratista. Ya que habrán distintas opciones, a veces tareas similares no se desempeñarán en formas idénticas.

Debido a condiciones existentes pertinentes a edificios cercanos, agua subterránea, el actual terraplén, etc., cada sección de Corredor se construirá en forma única. Las siguientes etapas, sin embargo, procederán en todas las secciones:

1 PRE-CONSTRUCTION SURVEY:

An inventory of property located close to the Corridor right-of-way will be conducted by the MBTA and contractors before construction work begins. Notes and photographs will establish the existing conditions to protect everyone's interests.



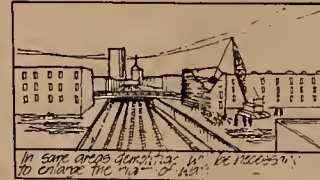
An inventory of property located close to the Corridor right-of-way will be conducted.

INVENTARIO PRE-CONSTRUCCION

Antes de que empiece el trabajo, los contratistas y la MBTA harán un inventario de las propiedades adyacentes al terreno del Corredor. Las fotografías y anotaciones servirán para documentar condiciones existentes y para proteger los intereses del público.

2 DEMOLITION:

In some areas of the Corridor, a small amount of additional demolition of structures is necessary to enlarge the right-of-way before construction can take place. When presently occupied buildings are to be demolished, that work will begin soon after the buildings occupants have been relocated to another location.



In some areas demolition will be necessary to enlarge the right-of-way.

DEMOLICION

En algunas áreas del Corredor será necesario demoler unas pocas estructuras para ampliar el terreno disponible antes de empezar la construcción. Cuando hay que demoler algún edificio actualmente ocupado, esta obra procederá tan pronto se haya relocalizado a los ocupantes.

3 UTILITY RELOCATION:

Because new bridges are to be built crossing the Corridor and because excavation will cross some existing water, sewer, power and telephone lines, some utilities must be relocated to other places. There should be minimal disruption of present service, and notification will be given if any service must be temporarily shut off.

RELOCALIZACION DE SERVICIOS

Debido a la construcción de nuevos puentes que cruzan el Corredor y a que la excavación cruza algunas líneas de agua, cloacas, luz, gas fuido y teléfono, se hará una relocalización de tuberías y líneas en estas áreas. No debe haber mucha interrupción en el servicio normal y se dará previo aviso cuando la haya.



Utilities must be relocated.

4 DETOURS:

At various times while construction is in progress some streets and bridges will be closed to traffic. Detours will re-route traffic on existing city streets and on special roads in some cases. The recommended detour routes have been carefully studied to minimize disruption to residential neighborhoods and to ensure as smooth a flow of traffic as possible. In most cases, no two adjacent bridges will be closed at once so detour traffic will not be concentrated.



Detour routes have been carefully studied to minimize disruptions to neighborhoods.

DESVIO DE TRANSITO

En varios momentos durante la construcción, habrá que cerrar el tránsito a algunas calles y puentes. Los desvíos enviarán el tránsito a algunas calles cercanas o por algunas vías especiales. Se han estudiado con cuidado las rutas sugeridas para los desvíos; así habrá la menor interrupción posible en patrones de tránsito y en vecindarios residenciales.

5 EXCAVATION:

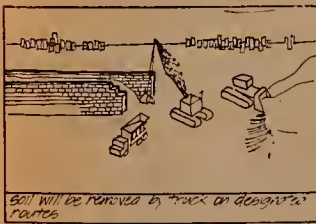
The first major step of line construction will be excavation of the existing embankment.

EXCAVACION

La primera etapa principal en la excavación de la vía será la excavación del terraplén existente.

6 SPOIL REMOVAL:

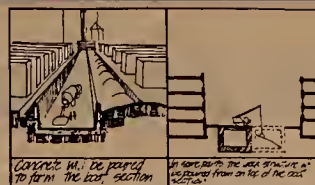
Earth removed from excavations are known as "spoil". Spoil will be removed by truck to several sites that need fill in the Greater Boston area. Trucks will use the Corridor right-of-way whenever possible, and then major streets and highways to reach the areas to be filled. Excavation below the ground water level will require special techniques to keep the work site dry.



Soil will be removed by truck on designated routes.

ELIMINACION DE TIERRA:

La tierra sacada de las excavaciones será llevada en camiones a lugares en el área metropolitana que necesiten relleno. Los camiones usarán el Corredor para su tránsito para llegar a las carreteras principales que conducen a los lugares de relleno. Cuando halla que excavar más abajo del nivel del agua, los contratistas usarán métodos especiales para poder trabajar a secas.



Concrete will be poured to form the boat section.

In some parts of the Corridor, the area structure will be supported from the top of the deck.

7 BOAT SECTION CONSTRUCTION:

The bottom slab and side walls of the transit and railroad trench are designed to keep out ground water and to support the trackbed and structures above. Concrete will be poured to form the boat section, and earth will be backfilled around the completed structure. In some parts of the Corridor, deck structures will be poured on top of the boat sections to enclose the transit and railroad.

CONSTRUCCION DEL CASCO

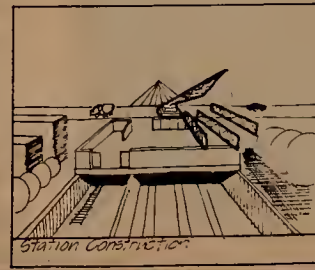
La zapata y las paredes del zanjón de la ferrovía están diseñadas para evitar la filtración del agua subterránea. Se vierte el concreto para formar el zanjón como si fuera el casco de un barco. El fundamento sostiene los rieles, y las paredes dan soporte a las estructuras superiores. Alrededor del casco se vuelve a rellenar con tierra. En algunos sectores habrá cubierta para encerrar la ferrovía.

8 BRIDGE CONSTRUCTION:

New street bridges will be built while work continues on the line structure below.

CONSTRUCCION DE PUENTES

Se construirán nuevos puentes para las calles mientras debajo adelanta la obra de la ferrovía.



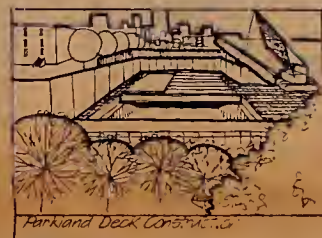
Station construction.

9 STATION CONSTRUCTION:

Work on each station can begin after the boat section beneath the station sites have been completed. The platform area and the headhouse, which contains the station lobby, will be constructed using techniques similar to conventional building construction.

CONSTRUCCION DE ESTACIONES

La construcción de cada estación empezará tan pronto se termine la sección del casco que le queda debajo. Se usarán las técnicas convencionales de construcción de edificios en el área de la plataforma y en la estación en sí.



Platform Deck Construction.

10 LANDSCAPING:

As deck structures and land adjacent to the right-of-way become available, landscape work can begin. The general contractors will coordinate this work with other construction so that new planting and paving are protected during the later stages of construction.

JARDINERIA

Tan pronto se termine la cubierta y estén disponibles los terrenos adyacentes a la vía, se empieza el trabajo de jardinería.

11 TRANSIT AND RAIL INSTALLATION:

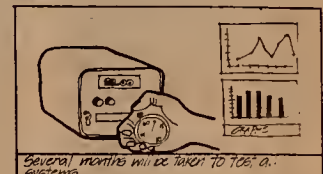
The last phases of construction will involve the installation of the tracks, third rail, signals and communication system, and lighting.

INSTALACION DE RIELES

En la última etapa de la construcción se instalarán las rieles, el riel conductor, el sistema de señales y comunicaciones y el alambrado.

12 TESTING:

Several months will be taken to test all the systems of the new Orange Line and railroad line to ensure their safe and reliable operations. Trains will be run on the tracks, and the performance of systems will be carefully tested before the work is finally accepted by the MBTA.



Several months will be taken to test all systems.

ENSAYOS

Durante varios meses habrá pruebas de todos los sistemas de la nueva "Orange Line" y el ferrocarril para evaluar su seguridad y confiabilidad. Habrá viajes de ensayo sobre los rieles y comprobación de todos los sistemas antes que la MBTA acepte la obra.

13 CONSTRUCTION INSPECTION:

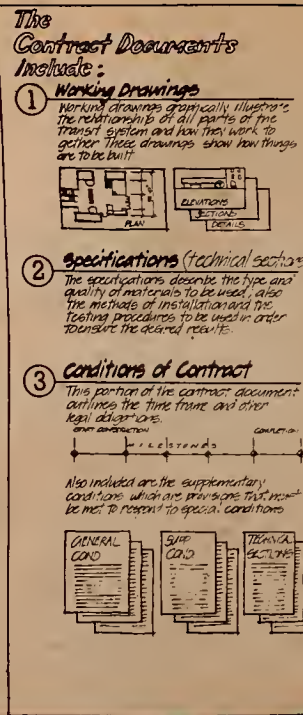
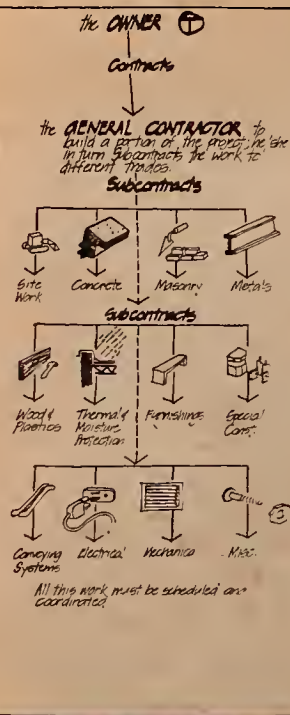
Throughout the construction process, the MBTA construction department will be responsible for field inspection. That means that the MBTA will check to see that the contractors meet the requirements of the contract documents. The MBTA will also approve minor changes as necessary.

INSPECCIONES

A lo largo del período de edificación, el departamento de construcciones de la MBTA hará inspecciones de la obra. La MBTA verificará que los contratistas estén cumpliendo con los requisitos de sus contratos y, cuando sea necesario, aprobará algunos cambios menores.



After all testing is complete, the Orange Line will be open for operation.



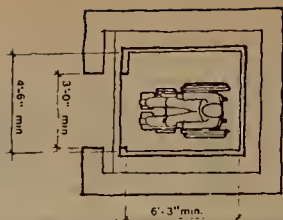
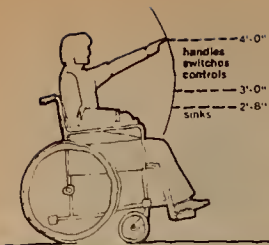


Illustration on right shows space needed to accommodate wheelchair in an elevator.

STATION DESIGN for the HANDICAPPED

The Southwest Corridor Project Commuter rail and Orange Line transit stations are being designed to be accessible and safe for handicapped people. In recent years public architecture has responded to the special needs of people in wheelchairs, those who walk with crutches, who suffer from impaired vision or hearing, or the elderly who are not as physically mobile as the young. Station design guidelines describe required access to transit and commuter rail vehicles, buses, and autos, as well as access to station facilities such as telephones. Designs eliminate potential barriers to the handicapped such as movement only by stairs, narrow doorways, and slippery floors.

All new stations permit transfer from bus

drop off areas to the transit lobby at the same level for ease of access. Elevators move the handicapped between the lobby and station platform levels. In the lobby, equipment like telephones are mounted at a height easily reached by someone in a wheelchair. Doorways will be at least 34 inches wide leaving enough room for wheelchairs to pass through conveniently. Some information signs will be designed with raised letters supplemented by Braille. The standard MBTA fare collection area is designed to accommodate wheelchairs, and the path to that area will be clear. Almost all areas of the Corridor Project available to unimpaired people will also be accessible to the handicapped.

Ramps located within the lobby, such as in Mass. Ave. station, are close to the main circulation area and can be seen easily from the fare collection booth. Ramps will have a shallow slope, with landings about every 30 feet. Handrails beside ramps help people steady themselves as they walk.

Elevators are highly visible in stations like Boylston Street, so the elevators are easy to find for handicapped users and easily seen from the fare collector's booth. The elevator is large enough for a wheelchair and raised letters on the controls make its use convenient for the blind. Escalators will also help elderly people move through the stations easily.

At the platform level, safety for the handicapped is an important consideration. A textured paving pattern and broad yellow stripes identify the platform edge. Both visible and audible signals will be used for warnings, such as fire alarms. Benches and signs are located at the center of the platform away from the edge and the active areas near the trains.

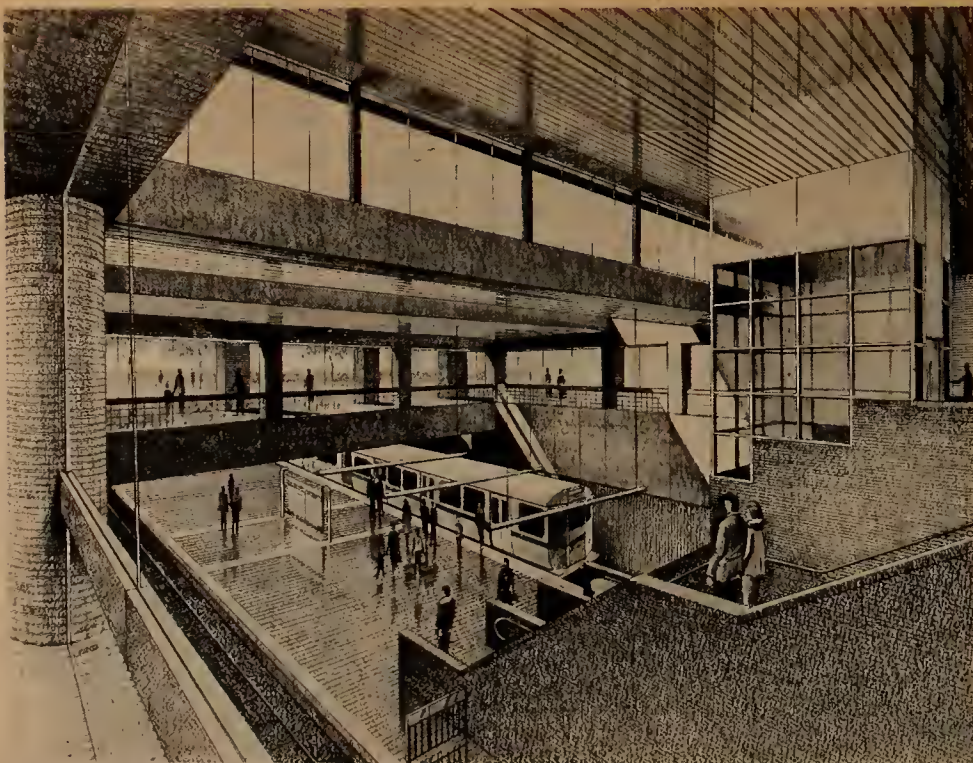
In addition to station design, the Corridor Parkland has also taken the needs of the handicapped into account. Ramps, signals, and furniture follow similar safety guidelines as those used for the stations.

Resumen en Español

Las estaciones de tránsito y de viajeros diarios del Corredor del Suroeste estarán diseñadas de manera que todas las áreas estén accesibles a personas con cualquier tipo de impedimento físico. Esto será posible mediante numerosas medidas, algunas de las cuales mencionamos a continuación.

Será factible transferirse entre automóviles, autobuses y trenes sin tener que usar escaleras, mediante rampas o elevadores. Todas las puertas tendrán un mínimo de 34 pulgadas de ancho, permitiendo el pase de sillas de rueda. Equipo como los teléfonos y bebederos estarán diseñados para uso desde una silla de ruedas. Muchos letreros estarán duplicados en alfabeto "Braille" para uso de los ciegos. Otros detalles, como el borde de las plataformas, la localización de las casetas de espera, etc., también estarán diseñados para uso de estas personas.

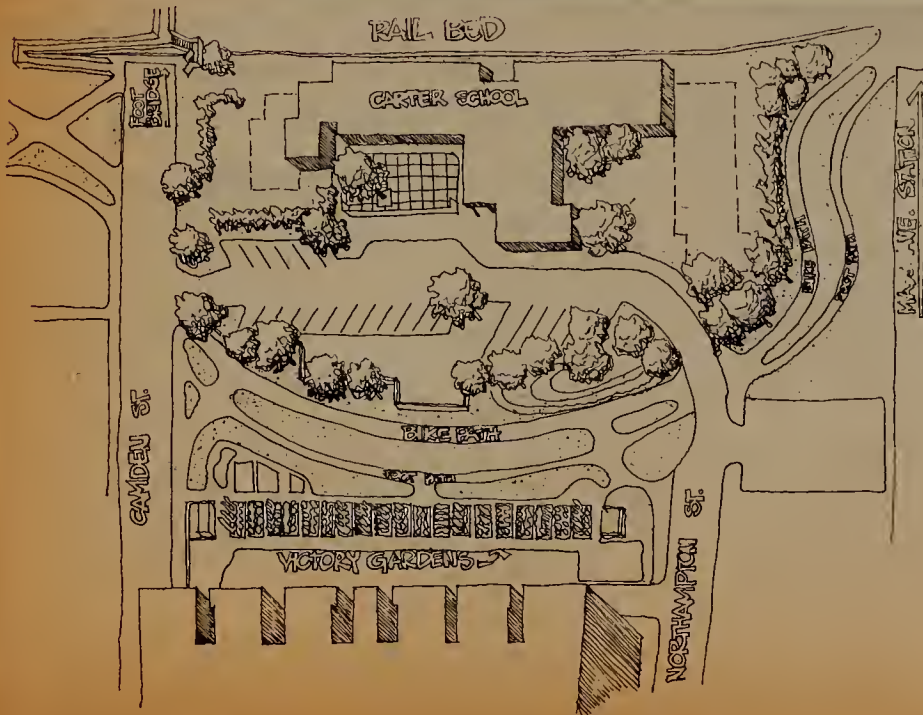
Además, áreas fuera de las estaciones, tales como el parque del Corredor, también estarán diseñadas para ser accesibles a todas las personas que deseen usarlas.



Architect's rendering of Boylston Street Station platform area. Handicapped will use glass enclosed elevator (shown on right side of drawing) to go from station entrance and lobby to platform.

Carter School Renovation to Begin

Comienza Renovación Escuela Carter



Site plan of Carter School Reconstruction shows new classrooms, parking area, and the Corridor Parkland.

The Boston School System's program for teaching children with special needs and physical handicaps has occupied the temporary Carter School on Northampton Street since the mid 1970's. This central location, in addition to the school's barrier-free features, have made the building particularly important to the program.

The temporary school structure would have been demolished as part of the construction of a new Carter Community School, which as the result of the Boston School's reorganization plan, now will not be built. The MBTA became involved when it was evident that the school was to remain and the new track alignment would conflict with the back wall of the existing school.

Starting in the Fall of 1979 the MBTA will reconstruct four classrooms in a new structure connected to the front of the building. Subsequent reconstruction of the back

wall will occur during the summer of 1980 when the school is not in session.

Arrowstreet, a local architectural firm hired by the MBTA to design Carter School renovation, will be able to improve the existing school through the new construction. Noise from the trains will be substantially reduced, energy will be conserved through insulation, the visual appearance will be enhanced through a varied roof line, and vehicular access to the school will be improved. The plans will also incorporate potential for future expansion and will make possible a therapy swimming pool, additional classrooms, and faculty facilities at a later date. The program, which now serves about 30 children, could then double its capacity to 60 children at full size.

Carter School administrator, Roger Mazur and representatives from Kaiser/Fay, Spofford & Thorndike, Inc., the Carter Parent Teacher Association, and the Boston Public Facilities

Department helped the MBTA select the architect. They now serve as the architectural review team.

Resumen en Español

El programa del sistema escolar de Boston de educación para niños con necesidades especiales e impedimentos físicos ha estado funcionando en una escuela temporera llamada Carter, en la calle Northampton, desde el principio de esta década

Su ubicación geográfica central a la ciudad, así como la construcción "sin-barreras" de este local contribuyen a que el edificio continúe siendo atractivo para este programa.

El edificio estaba supuesto a ser derribado para utilizar el terreno para una escuela comunal. Sin embargo, los planes para la nueva escuela fueron alterados y se decidió renovar el edificio existente para que continúe cumpliendo la función que tiene hoy. La renovación comenzará en octubre del presente año con la construcción de 4 aulas en una estructura nueva conectada con el frente del edificio, para reemplazar 4 aulas que se tendrán que demoler en la parte del edificio que ocupa el terreno que usará el Corredor. En el verano del año 80 se reconstruirá la pared trasera del edificio.

La firma de arquitectos de Arrowstreet utilizará esta oportunidad para mejorar físicamente el edificio; se reducirá el nivel de ruido, se harán cambios para ahorrar energía, se favorecerá la apariencia física de la escuela con un nuevo perfil de techos y mejorará el acceso de vehículos a la escuela. Los planos tomarán en cuenta una posible expansión futura con una piscina para terapia física, nuevas aulas y áreas para el personal docente. Se espera duplicar la capacidad del programa de 30 a 60 niños.



Existing structure of Carter School.



PLAYGROUNDS

Seven children's play areas are under design by Mason and Frey, MBTA's Landscape Architects, for Section III. Each will be an integral part of the Corridor Parkland. The playgrounds will be individually unique, yet certain basic elements will be present in all seven. They will be adjacent to sitting areas for parents and will use soft materials such as sand and wood. Each area will have slides, swings, climbing structures (such as overhead and up-right ladders, stepping blocks, and ropes), and shade trees. Several of the areas are enclosed with a low fence and buffered with shrubs, to keep dogs out and small children in.

The playgrounds will be flexible enough to allow spontaneous activities and games while also providing structures to challenge each child's imagination and physical skills. The areas will encourage children to interact with each other and will offer a continuous play experience through a diversity of structures.

An example is the playground designed for the corner of Williams and Call Streets. Two large existing

maple trees will provide a focus for the area and the framework for a timber tree house with ropes, ladders, slides and a small bridge, all over a bed of sand for play as well as for safety. The play area will be separated from the streets by a grade difference but will open out onto an adjacent field. Swings and other play structures and a drinking fountain will also be provided.

Many of these elements were suggested to Mason and Frey by community members during an open house at the SWCP field office on March 12. The design of the playgrounds is continuing and new community ideas are welcome. Comments can be directed to Don Grinberg at the Jamaica Plain field office and will be forwarded to the Landscape Architect.

Resumen en Español

La firma Mason and Frey, arquitectos paisajistas para la Sección III, están diseñando siete áreas para el juego infantil; cada una de ellas una parte integral del parque lineal del Corredor. Cada área tendrá

The American Society of Landscape Architects Merit Award

Presented to

Roy Mann Associates
Landscape Architects

79th Professional Exhibition

Southwest Corridor
Coordinative
Parkland Plan

ASLA Certificate

The Southwest Corridor Coordinative Parkland Plan was honored recently by the American Society of Landscape Architects. Roy Mann Associates, Inc., Coordinating Landscape Architects for the Corridor, was presented this prestigious merit award for outstanding work at the ASLA awards ceremony last August 21st.

un diseño individual, aunque habrán elementos comunes a todos. Estarán localizados junto a áreas de estar para los padres, harán uso de materiales suaves como la arena y la madera y están provistos de bebederos de agua, canales, columpios, estructuras para que los niños se trepen, árboles para encaramarse (en pocos años) y sombra. Algunas de estas áreas estarán cercadas para

impedir que entren perros o se salgan los niños.

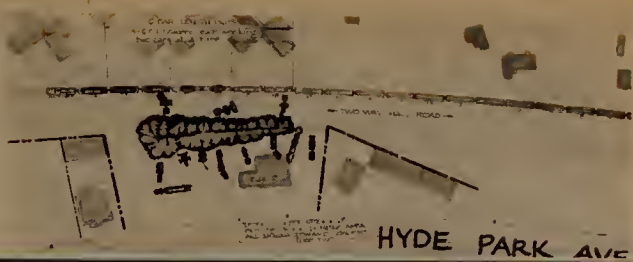
Las áreas de juego estarán diseñadas específicamente para el juego de niños; serán suficientemente flexibles para permitir juegos y actividades espontáneas pero tendrán estructuras que desafíen la imaginación y capacidad física del niño. Facilitarán además la interacción entre los niños y proveerán una experiencia continua de juegos a través de diversas estructuras y de la relación de estas al parque del corredor.

Considere, por ejemplo, el área para juego infantil diseñada para la esquina de las calles Williams y Call. Dos grandes árboles de arce proveerán el foco para el área y la estructura que sostenga una "casita-palomar" con sogas, escaleras, canales, y un pequeño puente, todo esto quedará sobre una cama de arena para la seguridad de los niños. El área quedará separada de la calle por un declive, pero quedará abierta a un campo que lo bordea; habrán columpios y otras estructuras, así como un bebedero de agua.

Muchos de estos elementos surgieron como sugerencias de los miembros de la comunidad.



Truck Haul Preferred for Spoils Removal



One of the subjects discussed at the May 9th Section III Neighborhood Committee Meeting on Construction were the implications of removing construction spoil by rail. To be cost effective and maintain a reasonable construction schedule, excavation must occur continuously, independent of the intermittent movement of rail cars. To achieve this, the contractor would have to provide a "marshalling yard" or rail loading site which is large enough to provide storage and loading areas for the excavated material, and storage and switching areas for the rail cars.

Rail haul would be more time-consuming and expensive than truck haul. It will not limit the number of truck trips necessary to carry the material. The trucks would only travel to the marshalling yard and not all the way to the dump site. The cars would have to be ordered, rail agreements arranged with Conrail, and the disposal sites are limited and require additional track layouts. KE/FST has estimated that rail haul will cost an extra 4 million dollars for one contract alone,

and could seriously delay the entire project.

The only possible rail marshalling area would be located south of Forest Hills Station on the western side of Hyde Park Ave. between Eldridge Rd. and Patten St. (see illustration above). This area is near houses and an apartment complex, and the front-end loaders and bulldozers used to transfer the spoil into rail cars would be a continuous local noise nuisance. Rail haul, in contrast to truck haul, requires double handling of the spoil, and concentrates noise and dust in one area. Trucks on their way to the marshalling area would have to travel on a short section of Hyde Park Avenue in the vicinity of Walk Hill Street in order to avoid a conflict with the temporary detour road. For all of these reasons the preferred alternative is removal of the spoil by truck.

Resumen en Español

Uno de los temas mas discutidos en la reunión del comité de vecindario de la sección III el pasado 9 de Mayo fué el de las implicaciones de acarriar por riel los desechos y desperdicios de la construcción. Para que el proceso de

excavación sea eficiente y se pueda mantener un calendario de construcción razonable, se tienen que acarriar los desperdicios casi continuamente, independientemente del movimiento intermitente de los trenes. El contratista tendría entonces que designar un área donde se acumularía provisionalmente el desperdicio. Estos serían llevados por camión desde el sitio de excavación hasta el sitio provisional para luego ser cargado en los vagones del tren.

La transportación de este material por el riel será más cara y llevaría mas tiempo que la transportación del mismo por camión. No limitaría el número de viajes que se tendrían que efectuar por camión. Habría además que ordenar vagones de tren y llegar a acuerdos con Amtrak para el uso de los rieles; los sitios disponibles para deshacerse del material son menos y habría que construir nuevos rieles para hacerlo posible. La firma de ingenieros KE-FST ha estimado que el uso de trenes para acarriar desperdicios aumentaría el costo del proyecto dos y medio millones de dólares y causaría demoras graves.

Otras desventajas de usar este método serían: el impacto negativo que tendría en el área de almacenaje provisional señalada en



la ilustración en esta página; se tendría que manipular el material dos veces en lugar de uno; se concentraría el ruido y el polvo en un área; se tendría que tomar un comercio; los camiones llevando material al área provisional tendrían que usar parte de la avenida Hyde Park.

Es por todas estas razones que se ha decidido usar camiones para acarriar los desechos de la construcción.

Midlands Branch Clears Way for SWCP

By early Fall the MBTA will finish renovating the Midlands or "Dorchester" Branch railroad that runs between Readville and South Station via Hyde Park, Mattapan and Dorchester. During relocation of the Orange Line, Boston's commuter rail service from Stoughton, Franklin and Attleboro as well as Amtrak trains from New York will use the Midlands Branch as a bypass for their usual right of way from Cleary Square/Forest Hills to Back Bay Station. This detour will permit construction of the Southwest Corridor without the danger or extra cost of building while the rail-

road is operating on the same tracks.

The renovation project will provide the Dorchester line with new welded rail, ties, ballast, signals and fencing. It will also provide Boston neighborhoods with the opportunity to try some new commuter rail service. Passengers who normally board at Cleary Square will go to new platforms at the long unused Fairmount Station in Hyde Park. Stops will also be provided at Morton Street in Mattapan and at Upham's Corner in Dorchester.

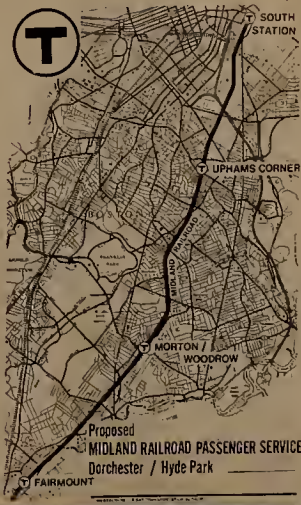
Trains will proceed to South Station where passengers headed for Back Bay

Station will board a shuttle service running between the two stations.

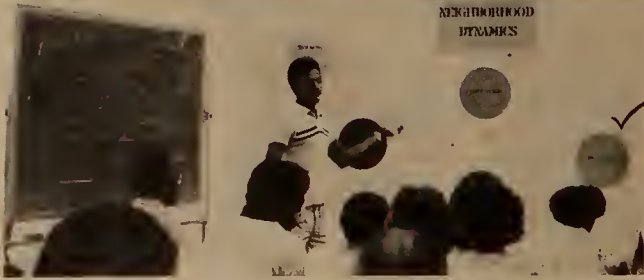
Watch your local newspapers for word of exact scheduling and plans for the change-over.

Resumen en Español

Este otoño se completará la renovación de la rama de ferrocarril de Midlands o de "Dorchester", que tendrá la función de sustituir al Corredor del Suroeste durante la construcción. Los trenes de viajeros diarios harán escala en Hyde Park, Mattapan, y Dorchester. Manténgase pendiente para la publicación del nuevo horario.



TRAINEES SIMULATE DESIGN FIRM in SUMMER PROGRAM



This past winter and spring, trainees were offered instruction in the basic skills associated with drafting, engineering, photography and graphic design. The real opportunity to learn about the connections between these various disciplines came when trainees imagined themselves as a large design firm asked to evaluate the impact that the Roxbury Crossing Station will have on a 6 block area of Mission Hill. To facilitate this exploration, the trainees were divided into 4 teams.

A Housing Rehabilitation Team studied the condition of housing in the

neighborhood, noting distinctive architectural details and learning about the costs of renovating a house.

A New Housing Team studied possible sites for new construction and evaluated the impacts that developments of various types and densities have on older neighborhoods.

A Commercial Rehab Team evaluated the shopping needs of the neighborhood and the impact the new station will have on the business community, as well as looking at recent commercial revitalization projects throughout the city.

The Open Space/ Recreation Team designed a variety of small parks and recreational facilities for the neighborhood.

Para facilitar la exploración, los estudiantes se dividieron en 4 grupos.

Un equipo de rehabilitación de vivienda investigó las condiciones de la vivienda existente en el área, investigando aspectos de la arquitectura local y el costo de renovar una casa.

Otro equipo de estudiantes estudió varios terrenos como posibles locales para nueva vivienda, investigando el impacto de varios tipos y densidades de vivienda en un vecindario existente.

Un equipo de rehabilitación comercial evaluó las necesidades del área para espacio comercial, entrevistando tanto a consumidores como a comerciantes, y estudiando proyectos de centralización comercial a través de la ciudad.

Un equipo de actividades de recreación diseñó una variedad de parques y facilidades de recreación para el vecindario.

Resumen en Español

Durante el invierno y primavera pasados, los estudiantes recibieron instrucción en áreas tales como dibujo técnico, ingeniería, fotografía y diseño gráfico. Hubo poca oportunidad para que los estudiantes entendieran como estas disciplinas se relacionan entre sí en la práctica. Fue por lo tanto importante diseñar actividades que usando el ejemplo del Proyecto del Corredor, corrigieran esta situación.

Se les pidió a los estudiantes imaginarse parte de una firma grande de diseñadores con la tarea de evaluar el impacto de la nueva estación de Roxbury Crossing en un área de 6 manzanas de Mission Hill.

Training Program Seniors Plan Activities for Fall

Graduation, 1979! An exciting time for nineteen high school seniors in the MBTA's Southwest Corridor Educational Training Program. In addition to working full-time in their firms and participating in the summer program, the recent graduates were also finalizing plans for the Fall of 1979. Although some trainees will pursue a liberal arts degree, at least seven of the nineteen have designated a major in the design professions. Four trainees will study engineering at Northeastern and one at the University of California at Berkeley. Two of the trainees will pursue architectural studies at Wentworth and the Boston Architectural Center. Several of the trainees attribute their professional interests to the exposure and career education they received through the Educational Training Program.

Other seniors have decided to remain in the ETP in order to work on a full-time basis in September. They feel that further on-the-job experience as well as the opportunity to learn more about the design professions will enable them to make better career choices.

Resumen en Español

Graduación 1979- un momento memorable para 19 "seniors" en el Programa de Adiestramiento Educativo. Además de trabajar a tiempo completo en sus respectivas firmas y participar en las actividades del programa de verano, este grupo de estudiantes está finalizando sus planes para este otoño.

Por lo menos siete de ellos han indicado que concentrarán sus estudios en las profesiones de diseño. Cuatro estudiarán ingeniería en Northeastern, otro en la Universidad de California en Berkeley. Dos



ETP SENIORS: (Rear) Sandra Payne, Chris Flattes, Jose Ruiz, Steve Healy, Tony Dodds, and Tony Clary (Center) Joanne O'Donnell, Vincent Thomas, Cuong Nghiem, Brenda Lee, and Nina Rodriguez (Front) Shawn Reed, Patricia White, Leslie Alston, and Renate Ward.

estudiarán arquitectura, uno en Wentworth y otro en el Centro de Arquitectura de Boston. Varios de los estudiantes atribuyen su interés profesional a la experiencia en el programa de Adiestramiento Educativo.

Algunos estudiantes que se graduaron en junio han decidido continuar en el programa, comenzando a trabajar a tiempo completo en septiembre esperando que más experiencia de trabajo

les permite escoger mejor su carrera futura. Los consejeros del programa continuarán asesorando tanto a estos estudiantes como a los estudiantes de primer año universitario que se mantengan en el programa. El programa de adiestramiento educativo está orgulloso de todos estos jóvenes y de las decisiones que han tomado; aunque los extrañamos, les deseamos suerte al enfrentarse al futuro.